

EXAMINER'S AMENDMENT

1. An examiner's amendment to the record appears below. Should the changes and/or additions be unacceptable to applicant, an amendment may be filed as provided by 37 CFR 1.312. To ensure consideration of such an amendment, it MUST be submitted no later than the payment of the issue fee.

Authorization for this examiner's amendment was given in a telephone interview with Thomas Krul on 8/26/04.

The application has been amended as follows:

In Claim 28, at line 1, after the word "aircraft" the phrase --having a-- has been added.

In Claim 28, at line 11, the phrase [forward section] has been changed to --forwardmost section of the aircraft--.

In Claim 28, at line 12, the phrase [aft section] has been changed to --aftermost section of the aircraft--.

In each of Claims 29-36, in the first line of each of the claims, the phrase [aircraft body] has been changed to --aircraft--. This has been done to make the claims agree with the preamble of claim 28.

In Claim 37, in line 1, after the word "aircraft" the phrase --having a-- has been added.

In Claim 37, after line 10, the phrase ~~the~~ substantially identical end pieces being forwardmost and aftermost sections of the aircraft--.

*Add this before the ";"
at the end of line 10 in
claim 37 please*

37. (new) An aircraft body constructable from a plurality of interchangeable modular parts, the aircraft body comprising:

at least one body member having a forward facing end, an aft facing end, and a generally rectangular shaped mid-portion having opposed walls;

a plurality of substantially identical end pieces, each having an aerodynamically shaped tip portion and a blunt, generally rectangular shaped attachment face for connection to the body member, wherein a first one of the end pieces is connectable by the blunt attachment face to the body member forward facing end and a second one of the end pieces is connectable by the blunt attachment face to the body member aft facing end;

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a task specific panel releasably connectable to one of the opposed walls;

and

at least one pulsejet engine adapted to provide substantially vertical propulsion disposed in each body member.

38. (new) The aircraft body of Claim 37, wherein the task specific panel is fastenably connectable to one of the opposed walls.

39. (new) The aircraft body of Claim 37, comprising a horizontal propulsion device adaptably supported by one of the end pieces.

40. (new) The aircraft body of Claim 37, comprising a pair of the body members longitudinally joined at the aft facing end of a first one of the pair and the forward facing end of a second one of the pair.

41. (new) The aircraft body of Claim 39, comprising first and second pairs of the body members, the pairs modified for longitudinally joining between respective aft facing ends of the body members of the first pair and the forward facing ends of the body members of the second pair, the body members within each pair arranged in parallel alignment to each other.